

Approved For Release 2002/05/09 : CIA-RDP86-00895R000100140014-4

under General Records Schedules, will be covered by records control schedules approved by NARS (with a copy provided to the Senate Select Committee on Intelligence) prior to their destruction.

(b) Routine administrative records not involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed upon receipt of NARS approval and after appropriate clearance from the Senate Select Committee.

(c) Records involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed after NARS approval, and appropriate clearance from the Senate Select Committee but in no case prior to 10 December 1976.

(d) Any Agency documents and materials that are identified by the General Counsel as the subject of litigation or of possible litigation, or as of interest in matters under investigation by the Justice Department, will not be destroyed without the prior approval of the General Counsel. This includes documents and materials relating to Freedom of Information Act and Privacy Act requests to the Agency.

(e) Extra copies of documents preserved only for convenience of reference or for distribution stocks of publications may be destroyed when no longer needed.

JOHN P. BLAKE,

Deputy Director for Administration

[FE Doc 34393 Filed 11-19-76; 8:45 am]

CIVIL AERONAUTICS BOARD

[Order 76-11-73; Docket 27592; Agreement C.A.B. 26202; Docket 29123; Agreement C.A.B. 26204 R-1 through R-6; Agreement C.A.B. 26206 R-1 and R-2, R-4 through R-9; Agreement C.A.B. 26214; Agreement C.A.B. 26231]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Passenger Fare Matters

Agreements have been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations between various air carriers, foreign air carriers and other carriers embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA). The agreements were adopted at either the Special Composite Passenger and Cargo Traffic Conference-Currency or the Composite Passenger Traffic Conference both held in Miami during August and September-October, respectively, of this year and, unless otherwise noted, intended for effect in November or December of 1976.

The agreements would have either direct application in air transportation as defined by the Act as follows: Agreement C.A.B. 26202 would exempt Fiji domestic and add-on fares from application of a currency-related surcharge on passenger fares originating in that country destined

to other Pacific Islands (East/Africa). Agreement C.A.B. 26204 would amend a number of proportional fares use to construct through fares over the Mid Atlantic. Agreement C.A.B. 26206 would permit departure from the IATA fare construction rules for certain specified intra-Pacific routings, increase passenger fares between most Middle Eastern points by 3 percent, increase passenger fares between Italy/Paris and Tel Aviv by 5 percent, and amend certain South Atlantic proportional fares. Agreement C.A.B. 26214 would permit an existing exception to the IATA fare construction rules for certain Mid Atlantic normal economy fares to continue through March 31, 1977. Finally, Agreement C.A.B. 26231 would increase all passenger fares between certain Middle Eastern points and points on the Indian Sub-

continent by 5 percent, effective 1977.

We will approve the agreements for the most part, involve passengers which are combinable with the United States and thus direct application in air transport as defined by the Act. The Mid-Atlantic proportional construction through fares to Rico and the Virgin Islands Atlantic, appear warranted they reflect changes in demand within Area 2.

Pursuant to authority delegated by the Board in the Board's 14 CFR 385.14:

1. It is not found that the resolutions, incorporated in C.A.B. 26204 as indicated, are in the public interest or in violation of the Act;

Agreement CAB	IATA No.	Title
26204:		
R-1	034b (D)	Mid-Atlantic First-Class Fares (Amending)
R-2	064b (I)	Mid-Atlantic Economy-Class Fares (Amending)
R-3	034b (II)	Mid-Atlantic First-Class Fares (Amending)
R-4	064b (II)	Mid-Atlantic Economy-Class Fares (Amending)
R-5	034b (III)	Mid-Atlantic First-Class Fares (Amending)
R-6	064b (III)	Mid-Atlantic Economy-Class Fares (Amending)

2. It is not found that the following resolutions, incorporated in the as indicated and which have indirect application in Air Transportation by the Act, are adverse to the public interest or in violation of the Act:

Agreement CAB	IATA No.	Title
26202	0221	IT23/23 Special Rules for Sales of Passenger Air Transportation (Expedited) (Amending)
R-1	002m	Special Amending Resolution (Expedited)
R-2	002n	Special Amending Resolution (Expedited)
R-4	003b	General Increase in Passenger Fares (Expedited) (New)
R-5	003c	General Increase in Passenger Fares (Expedited) (New)
R-7	034c	South Atlantic Normal First-Class Fares (Expedited) (Amending)
R-8	064c	South Atlantic Economy-Class Fares (Expedited) (Amending)
26214	002k	Special Amending Resolution (Expedited)
26231	005k	General Increase in Passenger Fares (New)

3. It is not found that the following resolutions, incorporated in C.A.B. 26206 as indicated, affect air transportation within the meaning

Agreement CAB	IATA No.	Title
26206:		
R-6	045	Passenger Charters (Expedited) (Amending)
R-9	044k	TCs Group Inclusive Tour Fares-Asia/South West Pacific (Expedited) (Amending)

Accordingly, it is ordered, That:

1. Those resolutions set forth in finding paragraphs one and two above be and hereby are approved; and

2. Jurisdiction be and hereby is disclaimed with respect to the resolutions set forth in finding paragraph three above.

Persons entitled to petition the Board for review of this order, pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within ten days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period, unless within such period a petition for review thereof is filed or the

Board gives notice that it will order on its own motion.

This order will be published in the FEDERAL REGISTER.

PHYLLIS T

[FR Doc. 76-34269 Filed 11-19-76]

[Order 76-11-92; Docket 27592]

UNITED AIR LINES

Round-Trip Charter Charters Dismissing Complaint

Adopted by the Civil Aeronautics Board at its office in Washington on the 16th day of November, 1976

76-5566

Highlight:

13 NOV 1976

CIA Publishes Records Destruction Notice. Moratorium on Destruction
Extends to 10 December 1976.

CENTRAL INTELLIGENCE AGENCY

Records Destruction Policy

On September 7, 1976 a notice was issued to all CIA personnel setting out policy and procedures for the control of records destruction. The purpose of this Notice is to insure that destruction of unnecessary or improperly maintained records is carried out in the manner prescribed by statute and by clearance of the Senate Select Committee on Intelligence.

Records subject to the moratorium on destruction will not be destroyed prior to December 10, 1976.

The text of the Notice is as follows:

RECORDS CONTROL SCHEDULES AND THE DESTRUCTION MORATORIUM

1. CIA has statutory obligations (44 U.S.C. 33) to obtain approval of the Administrator of General Services for the retention and destruction of records. The mechanism for obtaining this approval is the submission of records control schedules to the National Archives and Records Service (NARS) for approval by the Archivist of the United States. GSA Bulletin FPMR B-62, dated 22 January 1976, requires Federal agencies to submit to NARS updated records control schedules by 31 December 1976.

In a memorandum dated 20 April 1976, the DCI directed that Agency records control schedules be updated by 30 September 1976 and processed through the Directorate of Administration for approval by NARS prior to the destruction of records.

2. Senate Resolution 21, dated 21 January 1975, established the Senate Select Committee to Study Governmental Operations With Respect to Intelligence Activities. The Senate leadership requested in a letter dated 27 January 1975 that the Agency not dispose of any records or documents bearing on the subjects under investigation by the Select Committee. In a memorandum dated 28 January 1975, Mr. Colby directed that any records or documents that may have a bearing on Senate Resolution 21 not be destroyed. This was extended to include practically all Agency documents. This hold on destruction has since been referred to as "the moratorium." In a letter to the Senate leadership dated 22 June 1976, the DCI extended the moratorium on destruction of records until 10 December 1976.

3. CIA policy on destruction of records is that:

- a. All records, including those falling under General Records Schedules, will be covered by records control schedules approved by NARS (with a copy provided to the Senate Select Committee on Intelligence) prior to their destruction.
- b. Routine administrative records not involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed upon receipt of NARS approval and after appropriate clearance from the Senate Select Committee.

- c. Records involved under Senate Resolution 21 that are scheduled for immediate destruction will be destroyed after NARS approval, and appropriate clearance from the Senate Select Committee but in no case prior to 10 December 1976.
- d. Any Agency documents and materials that are identified by the General Counsel as the subject of litigation or of possible litigation, or as of interest in matters under investigation by the Justice Department, will not be destroyed without the prior approval of the General Counsel. This includes documents and materials relating to Freedom of Information Act and Privacy Act requests to the Agency.
- e. Extra copies of documents preserved only for convenience of reference or for distribution stocks of publications may be destroyed when no longer needed.

/s/John F. Blake

John F. Blake
Deputy Director for Administration

STATINTL

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